

FIFTY THOUSAND DOLLARS FOR MIDLAND TRAIL WORK

Seven-Tenths of Sum Available From the State
to Be Expended From Colton East
to the Colorado Line.

Fifty thousand dollars for the construction of the portions of the Utah link of the Midland trail, the transcontinental automobile highway and which will run from ocean to ocean, were appropriated by the senate last Friday. Of this thirty-five thousand dollars will be expended on the eastern portion of the road through the state, and fifteen thousand on the western portion. The appropriation was contained in a bill introduced in the senate by Senator X. Smith of Salt Lake county. In its original form the bill appropriated the funds only for road construction and improvement of the state highway from the Colorado and Utah line to Colton in Utah county. Senators from Weber, Davis and Box Elder insisted that the route of the highway be designated through their counties in the bill and that fifteen thousand dollars be appropriated for the western outlet of the Midland trail through Box Elder county. This amendment was recommended by the committee on highways and public lands and incorporated in the bill passed by the senate.

Route Is Designated.

The official route of the Midland trail through Utah as designated by the bill is from the terminus of the Colorado highway at the Utah state line near Grand Junction, Colo., through Claco and Thompsons in Grand county, through Green River and Woodside in Emery county, through Price and Helper in Carbon county, through Kynne, Colton, Soldier Summit, Thistle Junction, Spanish Fork, Springville, Provo, Pleasant Grove, American Fork and Lehi in Utah county, through Murray and Salt Lake City in Salt Lake county, through Farmington and Kayville in Davis county, through Ogden in Weber county and through Brigham City and Keeton in Box Elder county.

The money on the eastern portion of the route will be spent to build a canyon road connecting Helper and Colton at a cost of about twenty thousand dollars and in improving the road from the Colorado line to Price. The fifteen thousand dollars for use on the western end of the route will be in the improvement of ninety miles of desert road through Box Elder county from Brigham City to the Nevada line. From the Colorado line to Helper the road is now a fair one. The money appropriated by the state together with contributions from good roads enthusiasts and the money appropriated by the counties for road improvements, it is believed, will be ample for the improvement of the road so that it will be in good condition.

New Road Required.

Nine miles of new road between Helper and Colton are necessary. The road through Colton to Provo is a good one and the road between Provo and Salt Lake City is excellent. From Salt Lake City to Ogden, with the exception of a small stretch in Davis county which will be removed by the Davis county commissioners, the road is ideal. The route follows a fine macadam road in Weber county and the excellent convict built highway to Brigham City. Westward from Brigham City the road is scarcely passable at present, but will be put in good shape with the fifteen thousand dollars appropriated by the state and the county appropriation for the purpose.

The fifty thousand dollar fund will be augmented some by private contributions by the various counties. The revenue of grand county is small, but the commissioners have promised to do their best to assist the state in the construction of the road through that county. The enterprising Emery county folk have a hundred teams in readiness to work on the road just as soon as the bill becomes a law. They will donate the use of the teams, it is said, and the labor of a hundred citizens for the next two months in the construction and improvement of the road. The county commissioners of Carbon county will vote to duplicate any funds expended by

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the state in the county, it is promised, and has already announced a personal contribution of a thousand dollars from Jesse Knight to the road building fund in Carbon county.

Utah County Is Modest.

Utah county is not asking for any appropriation from the state to improve the road through that county. It is already in good condition, but the commissioners aim to spend considerable on the road to make the Utah county link one of the best stretches of the road. The road through Salt Lake county is practically perfect, while that in Davis has only one bad place. The Davis county commissioners will spend several thousand dollars this spring making its portion of the road as good as possible. The people of Weber county can only appropriate a little more than usual for the maintenance of their fine macadam road, as it is at present almost perfect. Box Elder county is one of the banner road building counties of the state. The county has raised fifteen thousand dollars by special tax to build the road to the Nevada line and with the fifteen thousand appropriated by the state a road that will be passable in all seasons will be built.

Start of Good Work.

Good roads enthusiasts do not hope to build an ideal road for the fifty thousand dollars, but they do hope to be able to iron out several bad places on the road and place it in such condition it will be more comfortably and pleasantly traversed and to establish the route so that it can be more easily improved in the future. By private contributions and county appropriations they hope to increase the fund for the Utah link of the Midland trail to a hundred thousand dollars.

When the bill came up for passage President Gardner took the floor and urged that Spanish Fork be included among the cities through which the route would pass. By going through Spanish Fork, Gardner said the road would be about a mile longer than originally intended, but it would be better and easier to maintain. In addition it would bring the transcontinental tourists in close proximity to the Strawberry Valley reclamation project. The amendment was inserted.

Fair to All Counties.

Senator Charles Cottrell, Jr., of Salt Lake wanted the route officially designated as the Midland trail by the bill. Several senators objected to the name becoming a part of the bill and the amendment was lost. Senator Wright of Summit wanted the bill to specify that each county expend as much as the state in the construction of the road. It was shown that such a provision would be a hardship on Grand and Emery counties, which had much of the road and but very little revenue. The amendment was lost.

Senator Iverson of Carbon made a long talk in favor of the bill. He said that in July representatives of the American Automobile association would be here to inspect the Utah road and if they found it in good condition and capable of being made into an excellent automobile highway they would undoubtedly designate it as a portion of the transcontinental route. He said that the association had levied a tax on improving the transcontinental highway and this tax would not ten million dollars for this purpose, much of which would doubtless be spent in Utah.

After considerable discussion the bill was passed with only Senator Funk of Cache voting in the negative.

Deciding On Route.

State Road Commissioner Joseph Jensen and W. H. Thompson of the A. A. Clark Contracting company at Salt Lake City are at this time in Eastern Utah, looking over the country and locating roadways. They will be here several weeks and before returning will have decided on routes and estimates of cost of the same. They arrived in Price last Thursday evening.

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ATTITUDE OF THE CHURCH ON THE LIQUOR QUESTION

WASHINGTON, D. C., Feb. 7.—Officials of the Anti-Saloon League of America, who are advocating the passage of bills pending in congress to prohibit the shipment of liquor into dry territory, announced tonight that this telegram had been received from Joseph F. Smith, head of the Mormon church:

"The Church of Latter-day Saints is positively and unalterably opposed to shipment of liquor into dry territory and to all unlawful traffic in intoxicants, and favors the entire suppression of all liquor traffic."

It has been reported that the Mormon church was using its influence against the pending legislation.

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